

## CHAPTER 15      WARD 4 PLAN

Secs.

1500	Vision for Ward 4
1501	WARD 4 Planning Focus
1502	WARD 4 History
1503	WARD 4 Today
1504	WARD 4 Economic Development
1505	WARD 4 Objectives for Economic Development
1506	WARD 4 Actions in Support of Economic Development
1507	WARD 4 Housing
1508	WARD 4 Objectives for Housing
1509	WARD 4 Actions in Support of Housing
1510	WARD 4 Environmental Protection
1511	WARD 4 Objectives for Environmental Protection
1512	WARD 4 Actions in Support of Environmental Protection
1513	WARD 4 Transportation
1514	WARD 4 Objectives for Transportation
1515	WARD 4 Actions in Support of Transportation
1516	WARD 4 Public Facilities
1517	WARD 4 Objectives for Public Facilities
1518	WARD 4 Actions in Support of Public Facilities
1519	WARD 4 Urban Design
1520	WARD 4 Objectives for Urban Design
1321	WARD 4 Actions in Support of Urban Design
1522	WARD 4 Preservation and Historic Features
1523	WARD 4 Objectives for Preservation and Historic Features
1524	WARD 4 Actions in Support of Preservation and Historic Features
1525	WARD 4 Human Services
1526	WARD 4 Objectives for Human Services
1527	WARD 4 Actions in Support of Human Services
1528	WARD 4 Land Use/Zoning
1529	WARD 4 Objectives for Land Use/Zoning
1530	WARD 4 Actions in Support of Land Use/Zoning

### **1500      VISION FOR WARD 4**

- 1500.1      This plan is based on a vision of the future of Ward 4 over the next five (5) years. Because Ward 4 is primarily a stable, residential neighborhood, city officials and ward residents envision few major changes in the overall character of the ward. The vision underscores ensuring that the ward's many existing qualities are protected and enhanced and that Ward 4 continues to be an attractive and secure place to work and raise a family.
- 1500.2      People who live in the ward will want to stay because of its solid neighborhoods and park-like quality. Neighborhoods like Crestwood, Brightwood, Colonial Estates and Petworth have a strong sense of community and visual identity. Overall, residential communities will be protected from noise, litter and congestion caused by nonresidential uses. Places of

historical significance, gateways and parks and open spaces will continue to provide an attractive setting and quiet refuge for daily living.

- 1500.3 The ward will have additional cultural, recreational and community outreach opportunities. Activities and special programs for the youth and elderly residents will reinforce the Ward 4 community spirit.
- 1500.4 The ward's neighborhoods will be well-served by improved commercial and industrial centers, employment centers and a transportation network to meet the needs of its residents, businesses and property owners. Neighborhood-serving commercial areas already have a strong presence in the ward. Georgia Avenue and Kennedy Street, the primary commercial areas, contain a mix of retail, office and residential uses. These areas should be developed with strengthened nodes of commercial/retail services; sufficient parking to meet employment and customers' needs; adequate lighting, facade and street improvements; and mini-parks and trees.
- 1500.5 The transportation system should be designed to enable residents to travel to employment centers in the ward, the rest of the city and surrounding suburbs. Metrorail Green Line stations at Fort Totten and Georgia Avenue/Petworth will provide convenient transit services and improved bicycle routes will offer safe and convenient travel alternatives.
- 1500.6 The vision also includes improving housing choices and making more efficient use of the existing housing. The increasing elderly population in Ward 4 will require housing options such as condominiums or senior citizens group housing. New and rehabilitated housing for low- and moderate-income persons should be developed. These housing options, along with the other features of the ward, will attract a diverse, productive population to Ward 4, ensuring that it remains a vital community.

**1501 WARD 4 PLANNING FOCUS**

- 1501.1 The focus of the Ward 4 Plan is to do the following:
- (a) Give priority to the protection, rehabilitation and improvement of neighborhoods through code enforcement and neighborhood conservation programs;
  - (b) Emphasize those measures that contribute to an orderly process of neighborhood stabilization;
  - (c) Encourage the provision of new job opportunities and the effective use of the inventory of commercial land;
  - (d) Capitalize on Metrorail station areas as focal points for retail services, office and community activities;
  - (e) Give priority to upgrading existing public services and facilities;

- (f) Suggest ways of using public investments in the maintenance and location of capital improvement projects to stimulate privately funded renovation of existing residential, commercial and industrial properties;
- (g) Discourage the extension of strip commercial areas through the designation of appropriate development sites and the location and design of commercial clusters; and
- (h) Encourage the development of new employment areas that are located and designed to avoid and minimize adverse impacts on adjoining land uses, particularly nearby residential areas.

## **1502 WARD 4 HISTORY**

- 1502.1 Early development of Ward 4 was influenced by two (2) factors: a water source called Crystal Springs and horse racing. Historians indicate that a tavern, farm or estate probably developed near Crystal Springs which was later called Brightwood. This area grew slowly until horse racing emerged as a major recreational activity in the mid-1800s. Patrons of the races traveled to the area along Brightwood Turnpike built in 1819. The turnpike, which today is Georgia Avenue, ran between the old city boundary (now Florida Avenue) and Eastern Avenue. It led to the development of permanent residences in the area.
- 1502.2 Because of the topography, during the Civil War three (3) military forts were established in the Crystal Springs area: Fort Totten, Fort Slocum and Fort Stevens. President Lincoln observed a skirmish between Union and Confederate forces at Fort Stevens. These sites are now part of the historic Fort Circle Park System. Development in the area increased after the Civil War, with new growth occurring along the Brightwood Turnpike (Georgia Avenue) to Maryland, and along Military Road which connected with streets leading to the docks in Georgetown.
- 1502.3 Principally farms, estates and summer homes were developed in the territory from Silver Spring in Maryland, south to Rock Creek Church Road and west from Chillum to Rock Creek Park. Toward the end of the 19th century, Brightwood became a suburban village where affluent families lived on large estates. As further development occurred, Brightwood was subdivided into the neighborhoods that we know today as Petworth, Brightwood Park, Brightwood and Lamond.
- 1502.4 Takoma Park, another historic neighborhood in Ward 4, was founded by Benjamin Gilbert in the early 1880s. It developed along the Brightwood Railroad Station, near Fourth Street and Blair Road. The Brightwood Railroad Station, renamed Takoma Park in the mid-1880s, is now the location of the Takoma Park Metrorail Station. The U.S. Soldier's and Airmen's Home, built in 1851 near Rock Creek Church Road, and the Walter Reed Army Medical Center, built in 1909 on Georgia Avenue, sparked residential and commercial development in surrounding areas. These early subdivisions and transportation routes shaped Ward 4's land use patterns.

- 1502.5 Sixteenth Street, Georgia Avenue and Military Road stimulated residential and related commercial development in the late 1800s and early 20th century. These streets remain significant today as major transportation routes, providing primary access to the neighborhoods in Ward 4, between the ward and the rest of the city, and to the Maryland suburbs.
- 1502.6 Until the 1950s, the area had a predominantly middle- to upper-income white population. Most of the white population moved to areas west of Rock Creek Park and to Maryland suburban communities in the 1950s and 1960s. They were replaced largely by middle-income professional black families and individuals. Between 1964 and 1980, the racial composition, remained fairly constant, with the ward maintaining a predominantly African American population.

**1503 WARD 4 TODAY**

- 1503.1 Ward 4 is in the northwest quadrant of the District of Columbia. The ward's boundaries are Eastern Avenue to the north, extending to the northeast; CSX Railroad tracks and Harewood Road to the east; Michigan Avenue, Park Road, Spring Road and Piney Branch Parkway to the south; and Rock Creek Park to the west.
- 1503.2 Existing land use patterns:
- (a) Ward 4 is largely residential, supported by shopping areas, churches, schools, recreational facilities, and a number of major institutions that serve the city, the region and, in some cases, the entire nation. The major institutions include the Walter Reed Army Medical Center, the U.S. Soldier's and Airmen's Home, the Washington Hospital Center, Children's Hospital National Medical Center, the National Rehabilitation Hospital, and Veteran's Administration Hospital. These facilities, in addition to offering needed medical and educational services, also provide the bulk of the approximately twenty-nine thousand (29,000) jobs located in the ward;
  - (b) Houses are mainly single-family detached and row units, with some apartments concentrated near the major streets. In most neighborhoods, the environment is good and houses are structurally sound. In addition, community spirit and cooperation are strong;
  - (c) Rock Creek Park is the ward's western border and, to an extent, acts as a barrier between Ward 4 and Ward 3 further to the west. The park provides a massive buffer of green space, as well as opportunities for both passive and active recreation. Outdoor concerts are held at the park's Carter Barron Amphitheater; and
  - (d) The CSX Railroad right-of-way, which also serves as the alignment for the Metrorail Red Line, forms a portion of the ward's eastern boundary. The railroad area is

appropriate for some light industry, but is also a barrier between neighborhoods and poses environmental problems for nearby residential areas.

**1503.3 Neighborhoods:**

- (a) Ward 4 has many well-known, stable neighborhoods, such as Crestwood, Shepherd Park, Takoma, Lamond-Riggs, Manor Park, Brightwood, 16th Street Heights, Carter Barron East, Rock Creek East, Colonial Village, Petworth, North Portal Estates and Brightwood Park. Each neighborhood is unique in demographic, social, economic and housing characteristics. They contain a diverse mix of housing types that will accommodate a variety of income ranges;
- (b) Crestwood, Colonial Village and North Portal Estates are affluent neighborhoods bordering Rock Creek Park. They are developed with single-family detached homes on relatively large lots. These quiet neighborhoods are characterized by curving non-through streets and cul-de-sacs. Because the park is a natural barrier, access to these neighborhoods is limited, traffic is restricted, and open space is abundant;
- (c) Shepherd Park, 16th Street Heights, Carter Barron East, and Rock Creek East, Takoma Park, Brightwood, Manor Park and Lamond/Riggs are dominated by middle income, single-family detached and semi-detached houses. Portions of Brightwood and Brightwood Park, primarily near Missouri Avenue and 14th Street, contain row houses and a concentration of apartments, which provide a greater range of housing choices;
- (d) Takoma Park is one of the oldest neighborhoods in the ward, and some of its original wood-frame houses still exist. The Takoma Park Metrorail Station, one of two (2) Metro stations in Ward 4, is also located in this neighborhood; and
- (e) The Brightwood Park and Petworth neighborhoods are developed primarily with row houses. Most of the homes are brick or stone, two-story structures with front porches and repetitious window patterns, and are set back the same distance from the street. These row houses generally extend from the U.S. Soldier's and Airmen's Home to 15th Street.

**1503.4 Commercial areas/nodal development:**

- (a) The Georgia Avenue commercial strip bisects the Brightwood, Brightwood Park and Petworth neighborhoods. This commercial district is the longest retail strip in the city, extending about forty (40) blocks for the full length of Ward 4, through Ward 1 into the Shaw area in Ward 2. It is broken in only two (2) areas - near the southern end of the ward between Allison and Decatur Streets and near Walter Reed Army Medical Center, which is primarily residential;
- (b) The strip contains a variety of retail outlets, mostly convenience stores, with few comparison goods. Fast food shops, beauty/barber shops, liquor stores,

grocery/delicatessen stores, gasoline stations and new and used car dealerships are typical. In addition, there are small, service-oriented offices within the area. It is estimated that about eighty-five percent (85%) of the commercial land is used for retail and the remaining fifteen percent (15%) for offices;

- (c) Major businesses that attract people to the area are interspersed along Georgia Avenue. These include the C&P Telephone Company at Gallatin Street and Georgia Avenue; two (2) Safeway grocery stores; and three (3) drug stores. The physical condition of businesses along the strip vary, but overall the structures need to be improved; and
- (d) The Kennedy Street commercial area extends from Georgia Avenue eastward to New Hampshire Avenue. Commercial activities along Kennedy Street are similar to those along Georgia Avenue. However, there are more homes and fewer stores. Many stores are in the first level of row houses with residential uses above. Other significant commercial activity in the ward is at the Riggs Road Shopping Center at Riggs Road and Third Street, N.E.; along 14th Street N.W. between Allison and Decatur Streets; and adjacent to the Takoma Park Metro Station.

1503.5 Demographic characteristics:

(a) Population:

- (1) Ward 4 had an estimated population of seventy-eight thousand four hundred (78,400) in 1990, a decrease of three thousand six hundred (3,600) (or three percent (3%)) from the 1980 figure of eighty-two thousand (82,000). The ward's population is predominantly black, with black and other races making up eighty-five percent (85%) of the population in 1988. Citywide, the figure was sixty-six percent (66%). In the 1980 census, "Others" comprised two percent (2%) of the Ward 4 population and three percent (3%) of the District's population. A separate estimate for "Others" is available for 1990; and
- (2) Looking at the population by age, there is a higher proportion of middle-aged and elderly residents in the ward, compared with the city. In 1988, twenty-eight percent (28%) of the ward's population was forty-five (45) years of age or older, and fifteen percent (15%) was sixty-five (65) or over. The corresponding citywide figures were twenty percent (20%) and fifteen percent (15%), respectively. The age distribution for 1980 was relatively unchanged in 1990. For example, there was a four percent (4%) decrease from the 1980 figures for the number of persons forty-five (45) years of age or older, and a three percent (3%) increase for those sixty-five (65) or over;

(b) Housing:

## ENROLLED ORIGINAL

- (1) The number of households in the ward in 1990 was twenty eight thousand nine hundred (28,900). (A household is equivalent to an occupied housing unit.) This was a decrease of three hundred (300), or three percent (3%), from the 1980 figure of twenty nine thousand two hundred (29,200). It equalled the city's percentage increase in households during the same period. The mean household size in Ward 4 decreased from two and seven tenths (2.7) to two and five tenths (2.5) between 1980 and 1990. For the city, it decreased from two and four tenths (2.4) to two and three tenths (2.3);
  - (2) Fifty-three percent (53%) of the households in the ward in 1990 owned their homes, compared with the citywide figure of thirty-nine percent (39%). This home ownership is the highest for all wards in the city. High home ownership rates typically occur where housing consists of mainly one-unit structures (single-family dwellings). Therefore, it is not surprising that fifty-nine percent (59%) of the ward's housing units are in one-unit structures, compared with thirty-eight percent (38%) for the city. Only five percent (5%) of the housing units were in structures with five or more units, compared with twenty-two percent (22%) for the city;
  - (3) The median value of owner-occupied housing units, in Ward 4, was one hundred eighteen thousand six hundred dollars (\$118,600) in 1990 as opposed to sixty-eight thousand five hundred dollars (\$68,500) in 1980. There was an increase of fifty thousand one hundred dollars (\$50,100) or six percent (6%) in the median value of owner-occupied housing units;
- (c) Income:
- (1) In 1989, the median household income for Ward 4 was thirty-three thousand one hundred dollars (\$33,100), eight percent (8%) higher than the citywide figure of thirty thousand seven hundred dollars (\$30,700). According to the 1980 census, the 1979 median household income for Ward 4 was nineteen thousand (\$19,000), or seventeen percent (17%) higher than the citywide figure of sixteen thousand two hundred dollars (\$16,200). This indicates that while the ward's income continued to exceed the city's in 1985 the substantial gap that existed in 1979 had narrowed;
  - (2) An examination of the proportion of households in various income ranges is also useful for comparing Ward 4 to the city. In 1990, eleven percent (11%) of the ward's households had incomes under ten thousand dollars (\$10,000), compared with seventeen percent (17%) for the city;
  - (3) The ward continued to have a lower percentage of households in poverty than the city, although the difference narrowed from 1979 to 1985. The Census Bureau defines poverty as an annual income of seven thousand two hundred dollars (\$7,200) or less for a family of four (4). In 1984, approximately two thousand seven hundred (2,700) (or nine percent (9%)) of the households in

Ward 4 were below the poverty level. This was three percentage (3%) points lower than the citywide rate of fifteen percent (15%). The 1979 poverty rate for the ward was eleven percent (11%), six percentage (6%) points lower than the citywide rate of seventeen percent (17%); and

- (4) The ward also had a lower rate of persons receiving food stamps and Aid to Families with Dependent Children than the city. In 1990, eight percent (8%) of the city population received food stamps compared with only four percent (4%) in Ward 4. Four percent (4%) of the persons living in the ward received Aid to Families with Dependent Children compared with seven percent (7%) at the city level;

(d) Employment:

- (1) According to the 1980 census, forty-two thousand one hundred (42,100) persons in Ward 4 were eligible for the workforce with thirty-nine thousand four hundred (39,400) actually employed. The unemployment rate for the ward was six and three tenths percent (6.3%), which was one percent (1%) less than the city average of seven and three tenths percent (7.3%); and
- (2) Based on 1988 estimates for the ward, the total number of persons eligible for the work force was forty-three thousand (43,000), with forty one thousand four hundred (41,400) actually employed. The unemployment rate for the ward was four and one tenth percent (4.1%), and for the city five percent (5%). A majority of the persons employed within the ward were in professional and managerial occupations; and

(e) Education status:

- (1) Educational attainment is usually an indicator of the general social and economic conditions within a community. A higher level of education is usually associated with a higher level of income; and
- (2) Nine percent (9%) of those in Ward 4 had completed only an eighth grade education. Twenty-five percent completed high school, but did not continue their education further. Twenty-five percent (25%) completed four (4) or more years of college. This rate of college completion is below the citywide rate of thirty-three percent (33%).

**1504 WARD 4 ECONOMIC DEVELOPMENT**

1504.1 Economic development means jobs, increased revenues to the city, new businesses and additional services to ward and city residents.

- 1504.2 Retail areas in Ward 4 serve basically local neighborhoods. Most of the areas have declined over the past twenty-five (25) years, resulting in limited neighborhood consumer goods and services. Georgia Avenue, Kennedy Street and the Takoma neighborhood, the major commercial areas in the ward, demonstrate this decline. The Georgia Avenue and Kennedy Street areas are primarily developed with one (1) and two (2) story retail structures and office buildings that rarely exceed four (4) stories. Approximately five hundred (500) businesses are located along the Georgia Avenue and Kennedy Street corridors. Georgia Avenue also contains some private homes.
- 1504.3 The city has established a number of programs to stimulate economic development and revitalize the ward's commercial corridor. The Georgia Avenue Neighborhood Commercial Revitalization Program, for example, offers area businesses general business loans and technical assistance through the Business Purchases Assistance Program, the Facade Loan Program and others. It establishes a cooperative spirit between business owners, banking institutions and the city to revitalize this corridor.
- 1504.4 New neighborhood - serving retail centers, additional space in existing centers and rehabilitation of existing facilities are underway in the ward. The Heights residential development contains adjunct commercial services at Taylor Street and Hawaii Avenue. A neighborhood commercial area is adjacent to the Cloisters residential project on Michigan Avenue. The Riggs Road shopping area, a multi-neighborhood center, has added new commercial space and is improving the quality of services, facilities and the physical environment. Improvements to the Northern Metrobus Garage, at 14th and Decatur Streets, may encourage nearby merchants to improve their stores. Efforts to improve conditions at other neighborhood commercial areas should stimulate additional economic activity in the ward.
- 1504.5 In Takoma, retail and commercial services are centered around the Takoma Metrorail Station and portions of the historic district. The area extends approximately 2 blocks on Fourth Street N.W. between Aspen and Cedar Streets N.W.; Blair Road N.W. from Aspen to Chestnut streets N.W.; and Cedar Street and Carroll Avenue N.W. from the intersection with Blair Road N.W. to Willow Street N.W.; and Eastern Avenue from Willow to Laurel streets N.W. The area between Blair Road and the railroad tracks, bounded by Chestnut Street N.W. and Cedar Street N.W. is zoned C-M-1. These areas do have the potential to benefit economically due to the Metrorail Station activity. The Takoma Economic Revitalization Plan, prepared by the Office of Business and Economic Development, identifies projects, some of which have been completed with economic development potential. In 1991, the "Report and Recommendations of the Old Town Development Advisory Committee" outlined planning goals, issues, and strategies for both the Takoma, D.C. and Takoma Park, Maryland, commercial areas. A committee of citizens, businesses, and organizations from both Maryland and the District of Columbia authored this report.

1505.1 The objectives for economic development are as follows:

- (a) Create and expand retail activity focused primarily on designated nodes and on Georgia Avenue, Kennedy Street and the Georgia Avenue/Petworth, Takoma and Fort Totten Metrorail Station areas;
- (b) Increase job opportunities for Ward 4 residents, especially for the unemployed, the underemployed and youth preparing to enter the labor force; and
- (c) Use the recently created National Capital Revitalization Corporation, a joint public and private economic development entity with development expertise and the resources to facilitate the implementation of the ward's economic development objectives and policies.

**1506 WARD 4 ACTIONS IN SUPPORT OF ECONOMIC DEVELOPMENT**

1506.1 The policies in support of economic development are as follows:

- (a) Develop an action plan for vacant commercial properties at designated commercial nodes along Georgia Avenue and Kennedy Street, along the 14th Street corridor, and at the Takoma commercial and retail area and at North Capitol Street and Riggs Road:

(1) Commercial properties that are underused do not contribute to the economic activity in the ward or District. They afford an opportunity to upgrade existing neighborhood commercial centers and to eliminate blighted sites from the ward; and

- (2) Recommended actions:

- (A) Provide technical and financial assistance to businesses that have been displaced, are proposed to be displaced or are in danger of closing;
- (B) Encourage businesses that provide neighborhood - serving retail support to the surrounding neighborhoods to participate in the DHCD commercial revitalization program;
- (C) Identify additional areas with underused properties that have the potential for new and expanded residential and commercial development;
- (D) Develop detailed plans for the above areas. Recommend to the Zoning Commission zoning changes to advance the improvement and stability of the specialized areas;

**ENROLLED ORIGINAL**

- (E) Initiate small area studies for the following areas: Kennedy Street corridor, 14th Street corridor, Petworth neighborhood and the Georgia Avenue corridor;
  - (F) Establish a community development corporation to revitalize the Georgia Avenue commercial corridor, north of Spring Road, NW, and other neighborhood business districts in Ward 4; and
  - (G) Identify appropriate public programs that can assist in the revitalization of the Georgia Avenue corridor, including industrial revenue bonds, tax increment financing, tax abatement, and any implementing legislation required;
- (b) To assure that new commercial development does not produce negative impacts, such as traffic, parking, litter and noise, on surrounding residential areas:
- (1) Residential areas adjoining new and existing commercial development should be protected from potential negative physical impacts of development through the use of landscape buffers; restricted use and intensity between residential and nonresidential areas; and improved traffic circulation and parking management. Neighborhoods of particular concern include those areas along Georgia Avenue and Kennedy Street, and adjacent to Metro stations; and
  - (2) Recommended actions:
    - (A) Modify existing land use controls, including traffic and parking regulations;
    - (B) Design and implement measures to control adverse impacts on adjacent residential areas, including traffic, parking, litter, noise and others; and
    - (C) Give serious consideration to citizen-generated plans, such as the Takoma/Shepherd Park Economic Revitalization Plan, to ensure that development is responsive to community needs and concerns;
- (c) To assist minority and small businesses to be viable and to provide essential retail and other services at the ward level:
- (1) It is essential to support minority business development and retention within the ward. This will stimulate economic activity throughout the ward, as well as the city, and provide economic opportunities in terms of availability of jobs and private business ownership; and
  - (2) Recommended actions:

- (A) Assess the minority composition of the ward to determine the mix of minority and other businesses, then establish a mechanism to work toward achieving identified objectives;
  - (B) Establish an incentive program to encourage minority entrepreneurs to establish, expand and diversify operations to meet the consumer needs of the ward or market area;
  - (C) Establish, as necessary, a new assistance program to address the needs of minority firms; and
  - (D) Assist minority business enterprises to meet requirements for certification that will enable them to take advantage of contracting opportunities in the sheltered market program, established under the Minority Contracting Act of 1976, effective March 29, 1977 (D.C. Law 1-95; D.C. Code § 1-1141 *et seq.*); and
- (d) Upgrade local neighborhood centers to better serve and support the community:
- (1) Local neighborhood business centers, similar to those at Kennedy Street, 14th Street and Colorado Avenue, show a decline of small business operations. These centers need to be upgraded to provide a better mix of retail and convenience goods and service to support nearby residential communities; and
  - (2) Recommended actions:
    - (A) Expand the use of the city's Neighborhood Commercial Revitalization Program, Finance Assistance Program, Capital Improvement and Economic Development Program and the Commercial Facade Improvement Program (or any combination of them) to assist business operations;
    - (B) Improve the design of building frontages, related streetscape and other design considerations; and
    - (C) Provide other business support assistance.

**1507 WARD 4 HOUSING**

- 1507.1 Housing is the primary land use in Ward 4. The continued well-being of the ward depends, in part, on maintaining, conserving and expanding the housing stock, particularly affordable housing for low- and moderate-income persons. Meeting this need requires the involvement of the public and private sectors working as partners.
- 1507.2 Ward 4 has a variety of housing types that will accommodate a wide range of income groups. The Crestwood neighborhood, for example, contains some of the District's most

prestigious owner-occupied, middle to high income residences. In the Petworth neighborhood, affordable housing for the elderly, blue-collar workers and first time home buyers predominates. In 1986, Ward 4 had a net increase of six hundred (600) (or two percent (2%)) housing units. The majority of new housing constructed within the last fifteen (15) years has been multi-family units and town houses. The recent expansion of the Park Place town houses, at Trinity Walk, will increase the ward's housing supply by ninety-seven (97) units.

- 1507.3 Providing affordable housing in the vicinity of Georgia and Eastern Avenues; Georgia and Missouri Avenues; the Georgia Avenue/Petworth Metrorail Stations; and on Kennedy Street is a priority. If proposed mixed-use development projects are realized, the cost of housing in these areas is likely to rise. In addition, many of the ripple effects that often accompany development (increased land value, real estate speculation) must be carefully examined. Specific government programs, financing, tax policies and development controls must be established to provide practical approaches to maintaining housing that is affordably priced.
- 1507.4 Housing to accommodate older residents, in particular, requires immediate attention. The former Upshur Street Clinic site, designated in the Comprehensive Plan as a Housing Opportunity Area, is presently developed with fifty-five (55) housing units for senior citizens.
- 1507.5 Housing Opportunity Areas are sites where the District expects and encourages major new housing developments and rehabilitated housing. Most Metrorail stations outside the Central Employment Area, and some within, will support additional housing units. The conversion of existing nonresidential buildings for housing and the return of vacant units to the housing supply are two (2) additional means of producing more housing units.
- 1507.6 The Department of Housing and Community Development, the D.C. Housing Authority and the D.C. Housing Finance Agency are the District of Columbia agencies primarily responsible for providing assistance for home ownership for District residents. Affordable housing programs, such as the Home Purchase Assistance Program, provide home ownership opportunities for Ward 4 residents. The private sector will continue to play a pivotal role in providing housing opportunities and choices in the ward.

## **1508 WARD 4 OBJECTIVES FOR HOUSING**

- 1508.1 The objectives for housing are as follows:
  - (a) Provide for the housing needs of low- and moderate-income households, improve the District's low-rent housing programs, encourage home ownership and reduce the overall cost of housing among low- and moderate-income households in the ward;
  - (b) Protect, preserve, maintain and rehabilitate the existing owned and rental housing stock;

- (c) Encourage the private sector to provide new housing to meet the needs of present and future District residents at locations consistent with District land use policies and objectives;
- (d) Develop additional public programs to support the construction, preservation and maintenance of Ward 4's rental housing stock; and
- (e) Stimulate the construction and expansion of housing for elderly households in the Fort Totten Metrorail Station and the Upshur Street Clinic Housing Opportunities Areas and on the proposed Georgia Avenue/Petworth Metrorail Station development site; and
- (f) Control the conversion of residential housing to nonresidential and transient use (boarding and rooming housing).

**1509 WARD 4 ACTIONS IN SUPPORT OF HOUSING**

**1509.1 Encourage new and rehabilitated affordable housing for area residents:**

- (a) Housing opportunities are limited, particularly for low- and moderate-income persons in Ward 4. It is important to stimulate new and rehabilitated housing to meet all levels of need and demand, and to provide incentives to produce the types of housing needed at desired locations. The following areas in Ward 4 have been designated as Housing Opportunity Areas: The Upshur Street Clinic site, bounded by Allison Street on the north, 13th Street on the east, Shepherd Street on the south and 14th Street on the west; and the Fort Totten Metrorail Station area, bounded by the CSX Railroad to the west, Gallatin Street to the north, South Dakota Avenue to the east and Buchannan Street to the south; and
- (b) Recommended actions:
  - (1) Include within plans for the Fort Totten Metrorail Station area a range of market rate and affordable housing units as major components for this important development area;
  - (2) Encourage housing for elderly and handicapped residents through local and federal programs and activities;
  - (3) Prepare comprehensive housing development plans for the Housing Opportunity Areas to meet a broad range of housing needs. Develop a capital leverage program to encourage potential home ownership;

- (4) Work with the private sector and non-profit sponsors to develop a comprehensive program to provide housing within the ward, particularly in Housing Opportunity Areas; and
- (5) Coordinate the financing of multi-family/single-family project proposals through the issuance of tax exempt housing securities and solicit the help of private financial institutions to serve as the principle supplier of below market, fixed rate loans to home buyers who receive local government assistance.

1509.2 Develop a comprehensive housing development reporting procedure and housing inventory that monitor programs and development projects to provide a broad range of current housing information to development interests, community residents and others who may be interested in housing in the ward:

- (a) A comprehensive housing reporting procedure and housing inventory are important to the development of new housing and the rehabilitation of existing housing that will meet the District's housing needs. This information could be used to track housing development for low- to moderate-income levels as well as market rate housing; and
- (b) Recommended actions:
  - (1) Maintain and update a perpetual housing inventory;
  - (2) Identify sites for housing and mixed-use housing opportunities; and
  - (3) Develop programs to encourage the construction, preservation and maintenance of rental housing units.

1509.3 To provide a wider range of housing opportunities for the elderly:

- (a) The production of various types of housing for elderly individuals and households should be a major priority of the District government. Particular emphasis should be given to low cost affordable housing for the elderly; and
- (b) Recommended actions:
  - (1) Expand housing opportunities for the elderly by using existing and new federal and local programs and activities. Use Community Development Block Grants to expand housing development; and
  - (2) Expand outreach programs for senior citizens to inform them of vacancies in public housing facilities that have been designed for the elderly.

**ENROLLED ORIGINAL**

- 1510.1 The District has made substantial progress in the past decade in improving the city's environment. Air and water quality have improved, along with sewer maintenance and repairs. Improved water management regulations and guidelines for conservation management by homeowners have been prepared. Programs such as the "Clean It or Lien It" law are helping to improve the quality of the environment.
- 1510.2 Most areas in Ward 4 have a good environmental quality. Environmental hazards caused by litter, trash and weeds are problems in the deteriorating commercial areas and on vacant lots. The Georgia Avenue and Kennedy Street corridors are major sites for litter, while trash accumulation is common at some apartment buildings. Truck traffic-related problems are of major concern in neighborhoods bordering Fort Totten and the CSX Railroad corridor. Bus traffic on residential streets is of particular concern in residential areas adjacent to the Northern Metrobus Garage.
- 1510.3 Environmental priorities that require immediate attention in Ward 4 include the following:
- (a) The need for improved management of soil erosion (especially for new development);
  - (b) Control of litter;
  - (c) Street and street tree maintenance;
  - (d) Maintenance of private vacant properties;
  - (e) Maintenance of the ward's parks and open space especially Emery Heights Recreational Park at Georgia Avenue and Missouri Avenue;
  - (f) Enforcement of regulations on truck traffic on residential streets; and
  - (g) Strict enforcement of laws regarding advertising in public space. There is a proliferation of posters nailed and stapled on both sides of the Georgia Avenue corridor and other corridors in Ward 4. These posters are unsightly and clutter the corridor. The promoters responsible for this encroachment are from other jurisdictions. Enforceable laws are needed to prevent advertising in public space.
- 1510.4 Improving environmental conditions in the ward's neighborhoods will depend, in part, upon more active involvement of residents to help keep their communities clean and trash free. Citizens should inform the Department of Public Works, Division of Sanitation Services, of trash problems on public property. They may also call the Department of Consumer and Regulatory Affairs to report uncollected trash from businesses, institutions and apartment buildings. In addition, residents may take bulk trash or other waste that is not regularly picked up directly to the Fort Totten Transfer Station on Fort Totten Drive between the hours of 8:00 a.m. and 4:00 p.m. Advisory Neighborhood Commissions, community organizations and neighborhood newspapers can spread this information to households in the ward.

**1511 WARD 4 OBJECTIVES FOR ENVIRONMENTAL PROTECTION**

1511.1 The objectives for environmental protection are as follows:

- (a) Protect and improve the ward's natural and man-made environment;
- (b) Improve the air quality in the ward to meet public health standards;
- (c) Protect the environment in ways that maintain and elevate the quality of life and the sense of well-being for ward residents, workers and visitors;
- (d) Establish traffic management strategies to separate local traffic from commuter or through traffic that currently moves through residential neighborhoods, by ensuring that commuter, through and truck traffic use arterial streets;
- (e) Promote the use of Metrorail, including completion of the Green Line through the ward, as a means of reducing commuter traffic from neighborhood streets;
- (f) Ensure adequate protection of public health and safety by testing for and removing lead, radon, asbestos and other hazardous substances from the man-made environment;
- (g) Encourage increased environmental planning throughout the ward; and
- (h) Encourage greater participation by Ward 4 residents and owners of businesses in maintaining adequate environmental standards by increasing public awareness and continuing and expanding enforcement of programs that protect the environment.

**1512 WARD 4 ACTIONS IN SUPPORT OF ENVIRONMENTAL PROTECTION**

1512.1 The policies in support of environmental protection are as follows:

- (a) Ensure reliable and adequate refuse collection from residences, business establishments and other activities that generate waste:
  - (1) Trash build-up around apartment buildings and business establishments is a serious public health problem. It contributes to rodent infestation, spread of disease and declining neighborhood quality; and
  - (2) Recommended actions:
    - (A) Survey areas around apartment buildings on Kennedy Street, Georgia Avenue, Military Road and other areas for chronic trash build-up.

## ENROLLED ORIGINAL

Improve and expand code enforcement to ensure that businesses and apartment buildings remove their trash properly and on a timely basis;

- (B) Provide information to the ward's residents regarding the availability of the Fort Totten Transfer Station so that they can use the facility to dispose of waste materials at no cost; and
- (C) Sponsor and publicize neighborhood clean-up campaigns in conjunction with the city's bulk trash removal schedule;

(b) Upgrade existing street lighting and install additional lighting where needed:

- (1) Poor lighting in some neighborhoods contributes to traffic safety problems, crime and other street hazards; and
- (2) Recommended actions:
  - (A) Survey ward neighborhoods to identify streets where inadequate lighting contributes to traffic problems and crime; and
  - (B) Add new and improve existing lighting, where needed, in commercial areas along 14th Street, Georgia Avenue, the Fort Totten and Takoma Metro areas, and Kennedy Street;

(c) Regulate land development activities to protect and preserve natural features, where possible, prevent soil erosion, and prohibit construction practices that produce unstable soil and hillslide conditions:

- (1) Serious drainage problems exist in the areas between Rock Creek Church Road, North Capitol Street and Fort Totten Drive. It is important to develop land use control measures through coordinated community and government action programs and plans. This should include a systematic monitoring of neighborhood social and physical conditions and a continuing assessment of land use and regulatory actions to correct deficiencies; and
- (2) Recommended actions:
  - (A) Conduct a survey to identify existing soil erosion and drainage problems and to encourage property owners to take corrective action; and
  - (B) Ensure that the District's permitting and regulatory processes, such as building permit reviews, code enforcement and Large Tract Review (where applicable), require that new development take appropriate measures to prevent soil erosion and drainage problems;

(d) Assure that abandoned automobiles are removed from streets and alleys:

**ENROLLED ORIGINAL**

- (1) Automobiles are abandoned along many streets in various neighborhoods in the ward. They become havens for rodents, reduce the number of available parking spaces for residents and blight the ward neighborhoods and shopping centers; and
- (2) Recommended actions:
  - (A) Investigate and identify abandoned automobiles; and
  - (B) Expand enforcement of the Parking Enforcement Program. (The Parking Enforcement Program is designed to provide for pedestrian safety and motorists' rights and to enhance the visual environment in the Downtown and neighborhood commercial areas.); and
- (e) Remove lead feeder pipes that provide water for drinking and food preparation in residential units and commercial establishments:
  - (1) The Department of Public Works has recently engaged a specialized engineering consultant to conduct an extensive Lead In Water Study in the District. The main purpose of the study is to identify the causes of lead in drinking water. The study will include a detailed review of the District's water distribution network, treatment methods currently adopted by the Corps of Engineers at the city's two (2) water filtration plants, Dalecarlia and McMillan, and water quality analyses of several water samples from four hundred (400) homes located citywide. The study, when completed, will enable the District to assess the extent of the lead hazard in drinking water and develop ways to reduce the hazard. This will also contribute to meeting the lead testing objectives of the Environmental Protection Element; and
  - (2) Recommended actions:
    - (A) The District of Columbia should implement the requirement of §404(h), which states: Initiate a program of testing for lead in each residential property and in any facility that provides water for drink or food preparation and develop a program for the replacement of lead pipes;
    - (B) Continue the practice of testing for lead pipes when completing routine maintenance and repair;
    - (C) Expand outreach programs to inform residents of the lead pipe testing program and the health dangers of lead pipes; and
    - (D) Encourage District residents to have their pipes tested, and replaced if necessary.

**1513 WARD 4 TRANSPORTATION**

- 1513.1 The transportation network serving Ward 4 generally provides for the efficient movement of vehicles and goods and services. Traffic on major streets is heavy, particularly during the morning and evening peak rush hours. Georgia Avenue, North Capitol Street, 13th Street, Piney Branch Road, 14th Street, and 16th Street are the major north-south arterials and accommodate high traffic volume in the ward. Missouri Avenue, Riggs Road, Michigan Avenue and Kennedy Street are the primary east-west arterials with high traffic volume.
- 1513.2 Private automobiles, buses and Metrorail are the primary means of transportation in and through the ward. Approximately seventy percent (70%) of the bus routes in the ward are along major north-south streets that converge in the city's central business district. East-west bus service is along Upshur, Kennedy and Butternut streets, and largely feeds the Metrorail stations at Fort Totten and Takoma. Adjustments in transit bus service will be necessary when the Washington Metropolitan Area Transit Authority opens the Green Line's U Street (in Ward 1) and Georgia Avenue/Petworth stations to Fort Totten in 1999.
- 1513.3 In most instances, public transportation is within reasonable walking distance to places of work, recreation and shopping. The Metrorail stations at Fort Totten and in Takoma provide a needed service, judging from increased ridership. With completion of the Green Line route through the ward, an additional increase in Metro ridership is expected. A feeder system to the new Green Line stations should be developed to improve transit service. Additional service, such as a jitney bus or publicly supported taxi service, may be necessary to provide adequate transit service to all ward residents, particularly the elderly and disabled.
- 1513.4 Traffic management techniques and selected street modifications should be explored to better regulate traffic volume and flow, particularly where major development is proposed. The residential street system, however, has constraints that limit potential solutions to transportation problems. A reduction in local and commuter traffic from Ward 4 residential streets, with completion of the Metrorail Red and Green Lines, provides the best hope for the future. This effort is needed to maintain and improve public safety and to protect the environmental quality from the effects of noise, fumes, vibration and litter resulting from vehicular traffic.
- 1513.5 Bicycling, a leisure and recreational activity, is also an important mode of travel for some. The D.C. Bicycle Advisory Council and the Department of Public Works have made progress in updating the Transportation Bicycle Plan to promote bicycling as another link in the overall transportation system.
- 1513.6 The city continues to monitor and evaluate traffic patterns and changes and their impact on adjacent areas. Sixteenth Street has been modified to include center islands as part of the plan to beautify the street and to channel traffic. Along 13th Street, the one-way rush hour directional flow was eliminated; curb parking on one side is permitted during rush hours. Continued improvement and better feeder service between neighborhoods and the

Metrorail stations should encourage ridership on the Metro. The Residential Parking Permit program should continue to reduce commuter parking problems in neighborhoods. And, increases in parking rates in the downtown area are likely to discourage some use of the private automobile and encourage greater use of the Metrorail and bus systems.

**1514      WARD 4 OBJECTIVES FOR TRANSPORTATION**

1514.1      The objectives for transportation are as follows:

- (a)      Support the living environment and commerce of the ward and the District and to support development objectives for expanded businesses, housing and job opportunities for ward residents;
- (b)      Support the construction of the complete Metrorail Green Line route in the District, especially in Ward 4, which includes the Georgia Avenue/Petworth and Fort Totten stations;
- (c)      Complete the entire Metrorail system in the District to reduce regional dependence on the private passenger automobile in order to improve air quality and reduce congestion;
- (d)      Encourage adequate short-term on- and off-street parking to meet the needs of increased retail development at designated locations;
- (e)      Provide for improved traffic flow in Ward 4, through appropriate traffic management techniques; and
- (f)      Promote alternatives to the private passenger automobile including public transit and especially bicycling and walking, by providing additional pedestrian paths and bicycle routes and facilities.

**1515      WARD 4 ACTIONS IN SUPPORT OF TRANSPORTATION**

1515.1      The policies in support of transportation are as follows:

- (a)      Improve traffic flow and safety through improved lighting, signage, pavement markings, traffic islands, and other transportation system management measures for the following streets: Georgia Avenue, North Capitol Street, 14th Street, Missouri Avenue, New Hampshire Avenue, and Kennedy Street:
  - (1)      Traffic management strategies should be used to separate local traffic from through traffic in residential neighborhoods. Through traffic should be routed around identified neighborhood enclaves, where possible, onto arterial streets. The highway and street system should be studied for overall improved traffic

flow, particularly in and through the ward's commercial areas and along arterial streets; and

(2) Recommended actions:

- (A) Increase enforcement to reduce and prevent vehicles from illegally parking and/or blocking street lanes (double parking);
- (B) Evaluate the future transportation improvement needs in terms of additional bus routes, four-way stop signs, signalization of traffic lights, turn lanes and increased number of parking spaces;
- (C) Improve the maintenance, repair, reconstruction and redesign of streets and alleys, as needed;
- (D) Continue to require developers to provide appropriate traffic studies and mitigation measures prior to major development, as part of the city's zoning, subdivision, Large Tract Review, and permit processes;
- (E) Improve the synchronization of the traffic light at Georgia Avenue and Piney Branch Road, preferably by installing left turn arrows for the traffic coming from 13th Street going north on Georgia Avenue and for the traffic coming south on Piney Branch going south on Georgia Avenue; and reduce the speed limit on Piney Branch Road to 25 miles per hour; and

(F) Improve existing truck route signage to ensure that trucks stay on arterial streets by adding strict enforceable signs (north-south) along Georgia Avenue at Piney Branch Road and at Butternut Street, N.W., and at the intersections of Missouri Avenue and North Capitol Street and Blair Road and Butternut Street, N.W.

(b) Encourage increased citizen participation in the review process during the preparation of the final Environmental Impact Assessment (EIA) for the proposed Metrorail Green Line through Ward 4:

- (1) The Washington Metropolitan Area Transit Authority (WMATA) has prepared a draft of the Environmental Impact Assessment on alternative future Metrorail subway routes from the U Street/Cardozo Metrorail Station to Columbia Heights (in Ward 1), and the Georgia Avenue-Petworth and Fort Totten Metro stations in Ward 4 to ensure the least amount of neighborhood disruption. The report is available from WMATA, and public hearings were held in February 1991; and

(2) Recommended actions:

**ENROLLED ORIGINAL**

- (A) Encourage private citizens, civic organizations, and Advisory Neighborhood Commission (ANCs) to review and comment on the draft (EIA) prepared by WMATA;
  - (B) Continue to support financing and construction of the Metrorail Green Line from the U Street/Cardozo Station, including the Columbia Heights and Georgia Avenue/Petworth stations; and
  - (C) Minimize disruption to ward neighborhoods from construction of the Metro Green Line, particularly from construction of the Metrorail stations;
- (c) Discourage the use of long-term commuter parking in the vicinity of proposed commercial development areas, including the Georgia and Piney Branch Post Office/Medical Building, Juanita Thornton/Shepherd Park Public Library and the Georgia Avenue Safeway; also give parking preference to those on business errands:
- (1) Traffic and parking management programs are needed for commercial development to improve the present parking situation in the ward's commercial areas; and
  - (2) Recommended actions:
    - (A) Continue to implement the District's parking enforcement program to prevent commuter parking along commercial, arterial, and residential streets; and
    - (B) Continue to provide adequate direction on parking issues as it relates to proposals for rezoning and development before the Zoning Commission and the Board of Zoning Adjustment;
- (d) Eliminate visual obstructions near traffic signs, including hanging tree limbs and bushes, which may create hazardous traffic conditions:
- (1) A problem exists at a number of intersections in the ward where overhanging tree-limbs, bushes, utility poles and other visual obstructions block or obscure the view of traffic signals and signs by both drivers and pedestrians. This has been both the cause and indirect cause of a number of accidents in the ward that might otherwise have been avoided; and
  - (2) Recommended actions:
    - (A) Continue implementation of the city's tree and beautification program to trim trees and other landscaping on public land throughout the ward to eliminate hazardous conditions;

## ENROLLED ORIGINAL

- (B) Continue to encourage residents of the District to identify areas where hazardous conditions exist around traffic signs; and
  - (C) Work with PEPCO, D.C. Cable and citizens to relocate utility poles that obstruct the view of traffic, traffic signals and signs; and
- (e) Prevent automobiles from speeding, creating hazardous conditions for other vehicles and pedestrians:
- (1) Speeding vehicles are a safety hazard, particularly around the Fort Totten Metro Station; near the Mamie D. Lee School for the Handicapped; the corner of the 6400 block of North Capitol Street; and the intersections of Tuckerman Street and Kansas Avenue N.W. and Georgia Avenue and 16th Street, N.W.; and
  - (2) Recommended actions:
    - (A) Develop a comprehensive approach to pedestrian safety;
    - (B) Evaluate and monitor methods to increase pedestrian safety, especially the use of four-way stop signs where needed; and
    - (C) Install the latest technological devices at key locations in the ward to monitor and curtail the violation of traffic laws, such as exceeding the speed limit and running red traffic lights.

### **1516 WARD 4 PUBLIC FACILITIES**

- 1516.1 The District's public facilities program is focused on improving and maintaining the city's existing infrastructure, including public health facilities, recreation centers, schools, public libraries, senior citizens' centers, facilities for persons with mental or physical impairments, and police and fire stations.
- 1516.2 The ward has thirteen (13) recreation centers, two (2) swimming pools, fourteen (14) tennis courts and a variety of playgrounds, ball fields and special programs such as a youth garden and day camps.
- 1516.3 The principal recreation concerns in Ward 4 include the rehabilitation of all facilities and the expansion of recreational programs for all age groups. The Petworth Recreation Center presents programs for groups ranging from pre-school children to senior citizens. Programs for teenagers, however, should be emphasized. Community-oriented recreation programs that offer a variety of services year round are needed for children and young adults in the Takoma and Shepherd Park neighborhoods.
- 1516.4 The D.C. Public Schools currently have twelve (12) elementary schools, one (1) middle school, one (1) chartered junior high school, two (2) high schools, two (2) special education

schools and one (1) career development center in Ward 4. These schools provide a well-balanced education system for the ward's students.

1516.5 There are three (3) public libraries in the ward offering a wide range of resources and services. They are Takoma Park, Petworth and the Juanita Thornton/ Shepherd Park.

1516.6 Two (2) fire stations and the Fourth District Police Headquarters on Georgia Avenue provide public safety services.

1516.7 Currently, there are no general public health facilities in the ward that provide a broad range of health services to ward residents, particularly to the needy. There are three (3) specialized public health facilities in the ward, the Paul Robeson School for Excellence, the Mami D. Lee School for the Handicapped, the Sharpe Health School, which provides services for only young people with disabilities, and the and the Area C Mental Health Center.

#### **1517 WARD 4 OBJECTIVES FOR PUBLIC FACILITIES**

1517.1 The objectives for public facilities are as follows:

- (a) Develop and implement strategies to assure that future demand for services will be adequate and responsive to community needs.
- (b) Ensure coordinated planning, construction, renovation and maintenance of public facilities for an adequate public service delivery system;
- (c) Locate public facilities to provide optimum service to Ward 4 residents and support social development and neighborhood improvement objectives for the ward;
- (d) Regularly review the need for new public facilities and the condition of existing facilities; and
- (e) Develop a District-wide public facilities plan that incorporates the development of programs and additional facilities to address social service and capital infrastructure needs.

#### **1518 WARD 4 ACTIONS IN SUPPORT OF PUBLIC FACILITIES**

1518.1 The policies in support of public facilities are as follows:

- (a) Complete an assessment of all existing recreational facilities in the ward to determine if there is a need for improvement, upgrading, or expansion:

**ENROLLED ORIGINAL**

- (1) The District-wide public facilities plan should identify needs for new or replacement facilities, facilities to be retained, and facilities and sites no longer needed by the public; and
- (2) Recommended actions:
  - (A) Determine the condition of all ward recreational facilities and improve them as required.
  - (B) Implement the public facilities plan to meet current and future needs of ward residents, particularly in the more densely populated and expanding neighborhoods; and
  - (C) Provide funding for a broad range of recreation facilities and programs for teenagers to encourage them to get off the streets;
- (b) Establish an information system to provide data on the status and condition of all vacant District-owned properties:
  - (1) An information system that details the condition and needs assessments of District-owned property could be used to develop the public facility master plan. The data could also assist in the preparation of proposals to dispose of or reuse surplus or underused District property; and
  - (2) Recommended actions:
    - (A) Prepare a comprehensive inventory of all District-owned vacant land in the ward using the Municipal Automated Geographic Information System (MAGIS) and the Comprehensive Plan policy maps. The inventory should document current use, zoning, square footage, assessed value and potential for development; and
    - (B) Review and recommend appropriate uses for underused District land and facilities that could benefit city agencies or the surrounding community; and
- (c) Ensure that public facilities and accessory facilities throughout the ward are accessible to persons with disabilities:
  - (1) All public facilities and facilities receiving public assistance should be handicapped accessible. This may include wheelchair ramps and handicapped-equipped restrooms and other accommodations for the disabled. The Americans with Disabilities Act of 1990, effective July 26, 1990 (104 Stat. 327; 42 U.S.C. 12101 *et seq.*) requires that architectural barriers to those with disabilities be eliminated from all public facilities; and

- (2) Recommended action: New public and publicly assisted housing should be built without architectural barriers and existing facilities should be rehabilitated, where needed, to remove any physical barriers to those who are disabled.

**1519 WARD 4 URBAN DESIGN**

- 1519.1 A number of areas and neighborhoods in Ward 4 have noteworthy design qualities, including historic Takoma with its Victorian buildings, the Portal Estates with its modern houses, Crestwood with its elegant older houses, and recently enhanced 16th Street with its stately old homes. The ward also has the somewhat discordant group of buildings fronting the low density Georgia Avenue commercial strip and the shorter Kennedy Street commercial area. However, what gives Ward 4 its primary character is its very low density residential development. Much of the ward is developed with single-family houses, both detached and attached. This, coupled with the large institutional open spaces of the U.S. Soldiers and Airmen's Home, Walter Reed Army Medical Center, the Lowell School, site of the former Gallaudet University West Campus and Rock Creek Park, creates the perception of a ward that is truly park-like.
- 1519.2 The District has established citywide goals to address urban design in its neighborhoods. These goals are as follows:
- (a) To promote the protection, enhancement and enjoyment of the natural environs; and
  - (b) To promote an environment that upgrades the District's aesthetic qualities, emphasizes neighborhood identity and functions efficiently. Major objectives are to maintain and enhance the physical integrity and character of the District as the nation's capital and to preserve and enhance the distinct physical qualities of each ward's neighborhoods, commercial areas, and open space and parks.
- 1519.3 The revitalization and development of 14th Street, Georgia Avenue and Kennedy Street and the appropriate development of the Takoma and Fort Totten Metrorail areas provide challenging opportunities for excellence in urban design. The opportunities in these Metro areas are particularly important because of the need to develop commercial design concepts that establish attractive, orderly environments with building signage, lighting, building materials and public space. The task of enhancing Georgia Avenue is of particular concern because of its "special street" designation in the Comprehensive Plan. Takoma is similarly an area of sensitive design due to its historic district designation in the Comprehensive Plan. Each area contains conditions that dictate special approaches to the resolution of urban design problems.
- 1519.4 Further opportunities exist at the three (3) gateways in the ward to provide urban design features that are symbolic and aesthetically pleasing and that imaginatively welcome visitors to the city. Gateways in Ward 4 are: 16th Street, Georgia Avenue, and New Hampshire Avenue. These entry points are important because they provide visitors their first contact

with the city. In addition, well-designed places of entry give residents and commuters an immediate frame of reference and sense of arrival when entering the city and ward.

**1520 WARD 4 OBJECTIVES FOR URBAN DESIGN**

1520.1 The objectives for urban design are as follows:

- (a) Preserve and enhance the physical qualities and character of Ward 4's neighborhoods through preservation and enhancement of its built and natural environment; and
- (b) Encourage well-designed developments in areas that are vacant, underused or deteriorated. The areas include: 14th Street, Georgia Avenue, Kennedy Street and the Takoma and Fort Totten Metrorail Station planning areas. Developments in these locations should have a strong physical identity.

**1521 WARD 4 ACTIONS IN SUPPORT OF URBAN DESIGN**

1521.1 The policies in support of urban design are as follows:

- (a) Develop streetscape design guidelines to enhance the aesthetic and historic qualities of the ward's special streets and historic sites and landmarks, as well as the ward's gateways into the city:
  - (1) High quality design for new developments must be encouraged throughout Ward 4 to provide a strong, positive physical identity that enhances the low scale of its neighborhoods and park-like qualities. Special attention should be given to special streets, gateways and Metro station areas; and
  - (2) Recommended actions:
    - (A) Include appropriate urban design guidelines in small area plans prepared for Ward 4 communities;
    - (B) Explore and identify initiatives to protect and enhance the aesthetic and historic qualities of special streets, gateways and historic features;
    - (C) Include urban design guidelines as part of joint development plans around Metrorail stations where new development is proposed;
    - (D) Develop visual identification devices and special design plans to define the District's edges and to create strong characteristic gateways at the District's borders; and

- (E) Encourage implementation of facade design guidelines developed for designated areas, such as the Takoma commercial node.
- (b) Encourage landscape and site improvements in Ward 4 to enhance public facilities, public sites and residential neighborhoods adjacent to commercial and industrial areas, including Metrorail lines:
  - (1) New development must be encouraged, especially in areas with vacant or underused land, to provide a strong, positive physical identity that enhances the low scale, park-like qualities of the ward; and
  - (2) Recommended actions:
    - (A) Develop a program for the improvement and maintenance of the city's parks in Ward 4;
    - (B) Support the community in conducting an inventory and compiling a list of public sites that need major landscape and site improvements to enhance the adjacent communities.
    - (C) Develop landscape standards for public facilities and other nonpark public sites; and
    - (D) Develop a text amendment to the Zoning Regulations that require landscape buffers between residential areas and Production and Technical Employment areas; and
- (c) Encourage buffers between commercial, industrial and residential uses, especially in the Petworth, Takoma and Lamond-Riggs neighborhoods;
  - (1) Residential areas adjacent to commercial or industrial areas need to be protected from the potential adverse impact of new development; and
  - (2) Recommended action: Develop a text amendment to the Zoning Regulations that requires landscape buffers between residential areas adjoining Production and Technical Employment areas.

**1522 WARD 4 PRESERVATION AND HISTORIC FEATURES**

1522.1 Ward 4 has a number of important local and national historic features. During the Civil War, President Lincoln observed combat at Fort Stevens (13th Street and Piney Branch Road) between Union and Confederate forces during a southern invasion of the national

capital. Fort Stevens, along with other parts of the Fort Circle Park System, is a designated landmark on the National Register of Historic Places. The Battleground National Cemetery, where those who died at Fort Stevens defending the Union are buried, is located on Georgia Avenue near Fort Stevens.

- 1522.2 Other important historic features in the ward are the Takoma Historic District, Fort Totten, Fort Slocum and Rock Creek Park. In a spirit of cooperation, the city, ward residents and the federal government should upgrade the forts that were used to protect the capital city during the Civil War.
- 1522.3 The District is conducting a historic survey of the Georgia Avenue corridor, a particularly timely undertaking given the extensive redevelopment and revitalization efforts that are underway or being proposed. Urban design guidelines are also being considered to help improve the appearance of buildings along Georgia Avenue and Kennedy Street. Properties meriting designation as historic landmarks, historic districts or listing in the National Register of Historic Places should be identified through a comprehensive survey that covers every aspect of the prehistory and history of the ward and the national capital.
- 1522.4 Potential historic properties, which could be modified or demolished inadvertently as a result of revitalization, need to be identified and protected. Historic preservation goals for the ward, as derived from the Comprehensive Plan, encourage the protection of irreplaceable historic and cultural resources. The District is providing sustained regulatory enforcement and relevant programs to protect and enhance historic resources. The Washington Metropolitan Area Transit Authority has suggested that a number of neighborhoods along the Green Line route be surveyed. They include the areas near the proposed Georgia Avenue/Petworth Metrorail Station and the Petworth and Crestwood neighborhoods.
- 1522.5 In Takoma, Metro has begun to stimulate revitalization of the commercial district. The Takoma mini-park is a community benefit, offering benches, landscaping, informational kiosks, water fountains and a visually attractive setting. The issue of expanding the Takoma Historic District boundary also must be fully explored.
- 1522.6 Every effort should be made to provide for the continued, appropriate use of all historic properties. If the original use or a reasonable intensification of the original use is no longer feasible, appropriate adaptive reuses consistent with applicable land use regulations should be encouraged.

**1523 WARD 4 OBJECTIVES FOR PRESERVATION AND HISTORIC FEATURES**

- 1523.1 The objectives for preservation and historic features are as follows:
- (a) Preserve important historic features while permitting new development that is compatible with those features;

- (b) Increase public awareness of facilities and places of historic and archaeological significance in Ward 4;
- (c) Enhance and protect historic resources through regulatory enforcement, and expand the public notification system to inform the Ward 4 community about pending District government actions that are historically related;
- (d) Identify properties and neighborhoods in Ward 4 meriting designation as historic landmarks, historic districts or listing in the *National Register of Historic Places* through comprehensive surveys; and
- (e) Explore the use of the National Trust for Historic Preservation's "Main Street" programs as a means of helping to revitalize ward neighborhoods and multi-neighborhood commercial centers.

**1524 WARD 4 ACTIONS IN SUPPORT OF PRESERVATION AND HISTORIC FEATURES**

1524.1 The policies in support of preservation and historic features are as follows:

- (a) Conduct a historical survey to identify potential historic buildings and areas in Ward 4:
  - (1) It is likely that there are a number of buildings or areas in Ward 4 that have not been identified and designated as historic. It is important to recognize and save the ward's historic and valued heritage before significant buildings are destroyed or altered; and
  - (2) Recommended actions:
    - (A) Undertake a comprehensive historic survey, with community participation, of Petworth, Crestwood, Brightwood, 16th Street Heights, Carter Barron East, Rock Creek East, Takoma, Shepherd Park, North Portal Estates, and Colonial Village;
    - (B) Develop methods to highlight historic landmarks in the ward, including the Fort Circle Parks, the Lucinda Caddy House, the Takoma Historic District, and the designated gateways into the city; and
    - (C) Survey areas of potential historic significance in the Takoma neighborhood to expand the historic district to include appropriate structures and places.

**1525 WARD 4 HUMAN SERVICES**

- 1525.1 A full range of physical and mental health care and human services should be available to District residents who require assistance, including the elderly, dependent families, the homeless, the physically and mentally impaired, and others.
- 1525.2 Human services focus on the prevention and control of disease; provision of medical and health care; provision of financial assistance and social services; vocational rehabilitation services; and veterans' services. The involvement of community leaders, government agencies, service providers, private citizens and consumers is important to ensure that high quality human services are available and affordable.
- 1525.3 Day care, income assistance, educational improvement, employment assistance, maternity and child care, counseling, transportation and housing assistance are just a few of the many human service needs of Ward 4 residents. Although the federal government provides some assistance, recent budget cuts have shifted a greater share of the burden of providing social assistance to the private sector and local governments. Infants, youths, adults and the elderly population, who are unable to secure basic services without assistance, are being adversely affected by the budget cuts.
- 1525.4 The Ward 4 community has an increasingly large elderly population requiring additional services. Approximately eighteen percent (18%) of the population is sixty-five (65) years of age and above and about twenty-three percent (23%) was between forty-five (45) and sixty-four (64) years of age during the 1990 census. The increase in the elderly population has serious implications for health service needs in general. For the elderly population, a major priority is the establishment of a comprehensive senior citizens center in Ward 4.
- 1525.5 Public Safety is a major concern among the residents in Ward 4, particularly from drug related criminal activity. The Metropolitan Police Department has the responsibility to protect and maintain the public safety of individual merchants and institutions in the District of Columbia.

**1526 WARD 4 OBJECTIVES FOR HUMAN SERVICES**

- 1526.1 The objectives for human services are as follows:
- (a) Improve public safety and security for all ward residents;
  - (b) Promote the accessibility of quality primary care services at reasonable cost in all neighborhoods of the ward;
  - (c) Provide information to the community on health and social services offered by the District;

- (d) Provide social service information on a continuing basis through reports, displays, exhibits, presentations and meetings;
- (e) Continue to enforce and monitor the community-based residential facilities program to ensure that the needs of residents and clients who require this service are met, and that community concerns and issues associated with the program are adequately addressed; and
- (f) Provide special programs for the youth, elderly, and persons with physical and mental impairments within the ward.

**1527      WARD 4 ACTIONS IN SUPPORT OF HUMAN SERVICES**

1527.1      The policies in support of human services are as follows:

- (a) Focus public attention on crime infested areas:
  - (1) Activities such as prostitution and drug trafficking exist along 14th Street, Georgia Avenue, and Kennedy Street N.W., and near some public schools. Citizens have expressed concerns about the proliferation of drug trafficking in the ward and its associated violence and litter. Decreased property values also result from these activities; and
  - (2) Recommended actions:
    - (A) Encourage neighborhood patrols to address the drug and crime problems throughout the ward;
    - (B) Increase public awareness and public information, including fact sheets on public safety services, to assist Ward 4 residents and businesses; and
    - (C) Initiate new programs and means to more effectively combat crime, particularly drug related violence and prostitution;
- (b) Increase the availability and accessibility of public health services for the youth who are mentally and physically disabled, the homeless, and the elderly:
  - (1) Quality primary care services should be promoted in parts of the ward at reasonable cost, especially in medically underserved and critical staff-shortage areas; and
  - (2) Recommended actions:
    - (A) Evaluate existing services and the need for additional health services in the ward;

- (B) Distribute information in the community regarding health and social services offered by the District to residents at little or no cost; and
  - (C) Implement services for the handicapped, mentally and physically impaired youth, the homeless and the elderly population;
- (c) Provide increased information on city services to ward residents:
  - (1) Ward residents need better access to information about city services. Information on various programs should be routinely provided through reports, displays, exhibits, presentations and meetings; and
  - (2) Recommended action: Improve community outreach programs and accessibility of information to Advisory Neighborhood Commissions, churches and community groups;
- (d) Monitor new and existing community-based residential facilities (CBRFs) in the ward to ensure their compliance with zoning regulations;
  - (1) Ward 4 has a large number of community-based residential facilities. The District government needs to coordinate with the community to improve communications regarding the establishment of these facilities to ensure that they are compatible with the neighborhoods in which they are located and that they do not exceed an appropriate number for the ward, compared to the number throughout the city; and
  - (2) Recommended actions:
    - (A) Establish strategies and procedures for conducting a community outreach program to enhance community awareness and understanding of CBRFs;
    - (B) Consider establishment of a community advisory board to facilitate more community involvement in the CBRF process, including Advisory Neighborhood Commissioners, civic groups, church representatives and other concerned citizens; and
    - (C) Review and improve the system that is used to inform the community of the potential location of a CBRF in their neighborhood;

- (e) Increase dissemination of information to persons with disabilities to better inform them of their human and legal rights and of available services:
  - (1) Many District residents with physical or mental disabilities are not aware of the services that are available or where they can go to receive assistance; and
  - (2) Recommended actions:
    - (A) Provide additional information to community groups and Advisory Neighborhood Commissions regarding services offered by the District to persons with disabilities;
    - (B) Develop a comprehensive statement of human and legal rights and services available for persons with disabilities in the areas of housing, transportation, employment, public facilities, recreation and human services in Ward 4; and
    - (C) Establish a Ward 4 committee to coordinate with the Mayor's Committee on Persons with Disabilities, the Office of Community-Based Residential Facilities, the D.C. Association for Retarded Citizens, Inc. and private institutions to promote the rights of and increased services to persons with disabilities; and
- (f) Design and coordinate services and policies in health care, housing, transportation and recreation to make it possible for senior citizens and persons with disabilities to remain independent:
  - (1) The increasing number of senior citizens in Ward 4 will require services and facilities to address their needs; and
  - (2) Recommended actions:
    - (A) Identify elderly citizens without adequate income/assets or family, and plan for their needs and services;
    - (B) Increase coordination of services and activities among District agencies so that the elderly can continue to contribute to their communities; and
    - (C) Increase the dissemination of information in the community regarding health and social services offered by the District for the elderly.

## ENROLLED ORIGINAL

- 1528.1 Ward 4 has approximately three thousand seven hundred twenty (3,720) acres of land, excluding public rights-of-way, and ranks fifth in total land area among the city's eight wards. The basic land uses in Ward 4 are residential, commercial, institutional, open space and industrial.
- 1528.2 Residential uses cover one thousand six hundred fifty (1,650) acres, or forty-four percent (44%), of the ward's land, the second largest amount of residential land in the city. Ward 3 has the largest amount; ninety-five percent (95%) of its land is in residential use. Most of the residential land in Ward 4 (one thousand four hundred fifty (1,450) acres) is developed in low density, single-family detached, semi-detached and row houses. Moderate density, multi-family uses occupy relatively few acres of land but make up about forty percent (40%) of all the housing units in the ward. Detached and semi-detached units are located primarily in the northern and western sections, and row houses are predominant in the southern residential areas.
- 1528.3 Ward 4 has a much lower residential density (about forty-nine (49) persons per residential acre) than most other wards. Ward 3 has the lowest density, twenty-seven (27) persons per acre. Residential densities vary among the neighborhoods within Ward 4.
- 1528.4 Commercial uses cover one hundred ten (110) acres of the land area in Ward 4. Generally, a combination of low density, neighborhood and multi-neighborhood centers are the main commercial development. The bulk of commercial uses is concentrated along Georgia Avenue which extends the north-south length of the ward. Additional commercial activity is located along Kennedy Street, Riggs Road and in the Takoma neighborhood. Neighborhood-serving commercial facilities need to be upgraded and expanded throughout the ward. Major institutional uses, such as the U.S. Soldiers and Airmen's Home, Washington Hospital Center, Children's Hospital National Medical Center, National Rehabilitation Hospital, and the Veteran's Administration Hospital, are located in the southeastern section of the ward.
- 1528.6 Residents of Ward 4 have expressed concerns about the recent increase in the number of churches in residential areas. They are particularly concerned about some church-related functions, such as day care centers, church-operated schools, recreation facilities and social service centers. Adverse effects such as noise, parking, traffic and litter are often by-products of these facilities and often disrupt quiet, stable neighborhoods.
- 1528.7 Vacant and recreation land occupy one thousand fifty (1,050) acres, or twenty-eight percent (28%), of the ward's land. This includes several parks: Rock Creek Park, Fort Totten, Fort Slocum and Fort Stevens, as well as the Carter Barron Amphitheater, Rock Creek Cemetery and open recreational space at Roosevelt and Coolidge high schools.
- 1528.8 Only six (6) acres of the ward's land is used for industrial uses. Industrial development next to the predominantly low density residential neighborhoods in Ward 4 is a major concern, particularly in the Takoma, Petworth and Lamond-Riggs neighborhoods. This land use is cited most frequently as a problem, at the same time it is recognized that industrial development helps to provide needed employment opportunities and essential business services, as well as municipal tax revenues.

- 1528.9 To preserve the stable qualities of the neighborhoods in Ward 4, appropriate buffering and screening techniques must be used to separate industrial development from nearby residential land uses. The expansion and location of industrial establishments should be limited to Production and Technical Employment (PTE) areas, as defined on the District of Columbia Generalized Land Use Map.
- 1528.10 The Ward 4 Plan recognizes that the ward is largely developed and that changes will result from reuse and in-fill development on the few remaining vacant lots. Land use planning for the ward must protect and enhance the low density character, open spaces and stable neighborhoods for which the ward is known. This is the major objective of the ward plan.
- 1528.11 The key land use concerns in Ward 4 include the following:
- (a) Preserving, protecting, and stabilizing the ward's residential neighborhoods;
  - (b) Controlling the encroachment of commercial and other nonresidential uses into residential areas, a problem particularly disturbing in the residential areas abutting 16th Street, Georgia Avenue and Kennedy Street;
  - (c) Increased numbers of nonresidential uses in residential neighborhoods causing negative impacts such as parking, traffic, noise, inadequate screening, and inadequate off-street parking;
  - (d) Revitalizing Georgia Avenue and other major commercial areas in the ward; and
  - (e) Reducing the adverse affects of industrial development, such as noise, truck traffic, litter and lack of visual compatibility, on nearby residential neighborhoods.
- 1528.12 The development of the areas surrounding the Fort Totten Metro Station, the proposed Georgia Avenue/Petworth Metro Station and the Takoma Metro Station are critical to the ward's future. Other important land use priorities are the development of commercial nodes along Georgia Avenue, Riggs Road, 14th Street, and Kennedy Street, and the appropriate reuse of the industrial area in the vicinity of Upshur and Taylor streets.
- 1528.13 Zoning:
- (a) About thirty-six percent (36%) of the Ward 4 area is unzoned. This land, which totals one thousand three hundred (1,300) acres, is owned by the federal government and is primarily used for open space and institutional uses. The uses include: Rock Creek Park, Walter Reed Army Medical Center, U.S. Soldiers and Airmen's Home and the Veterans Administration Hospital; and
  - (b) The remaining land in Ward 4 is zoned for residential, commercial or industrial uses. The following is a general description of zoning in the area:

## ENROLLED ORIGINAL

### (1) Residential zoning:

- (A) The predominant zoning in Ward 4 is the single-family detached dwelling categories R-1-A and R-1-B, which comprise about nine hundred seventy (970) acres or forty-one percent (41%) of the ward's total land area. These zoning classifications reflect the low density, single-family detached housing scale and character of the ward. R-1-A and R-1-B areas are primarily located west of 16th Street in Colonial Village, North Portal Estates and Crestwood, and in the Takoma and Shepherd Park neighborhoods;
- (B) Single-family, low density semi-detached (R-2) and moderate density row dwellings (R-3 and R-4) make up the second largest residentially zoned land thirty-five percent (35%). These zones are mapped primarily in the central and southern sections of the ward. A significant portion of this low and moderate density housing is located in the Manor Park, Petworth and Brightwood neighborhoods; and
- (C) Low, medium and high density apartment house zones (R-5-A, R-5-B and R-5-C, respectively) total about three hundred thirty (330) acres. They are primarily located in the eastern and central sections of the ward: east of North Capitol Street in the Fort Totten neighborhood, in the vicinity of Missouri Avenue, along Riggs Road and near 14th Street;

### (2) Industrial zoning :

- (A) Areas zoned for industrial uses are located primarily along the B&O Railroad right-of-way, which extends through the ward from the Fort Totten neighborhood to Takoma. There are also pockets of industrially zoned land in the Petworth neighborhood at Taylor and Upshur Streets and Decatur and Buchanan Streets;
- (B) In Ward 4, industrial zones (C-M-1 and M) make up five percent (5%) of the zoned land area. Land uses in these zones include warehouses, automotive uses and service/distribution businesses; and
- (C) Although the C-M-1 and M industrial zones represent the smallest land use category in the ward, they are a source of major land use conflicts. Many industrial parcels are adjacent to low and moderate density residential neighborhoods. The activities associated with industrial uses, in many instances, are incompatible or have adverse impacts on the residential areas. These impacts include heavy truck traffic, commuter parking, litter, noise, visual blight and open storage; and

### (3) Commercial zoning:

- (A) The community business district (C-2-A) is primarily located along Georgia Avenue and Kennedy Street. The Georgia Avenue strip extends from Shepherd Park at the D.C./Maryland boundary through Brightwood Park and Petworth. The Kennedy Street strip is adjacent to the southern edge of Brightwood and Manor Park and extends along the northern edge of Brightwood Park. The eastern extension of the Kennedy Street (C-2-A) strip is interrupted by residential and industrial uses and the Metrorail and CSX railroad tracks. It ends in the neighborhood shopping area (C-1) at South Dakota Avenue and Riggs Road (Lamond-Riggs Park neighborhood); and
- (B) A substantial concentration of C-2-A zoning is also mapped in Takoma adjacent to the Metrorail station. Other lesser C-2-A and C-1 areas that are mapped in the ward include 14th Street at Spring Road; Decatur Street and Colorado Avenue; Third and Upshur Streets; Taylor Street and Hawaii Avenue; and Farragut Street and New Hampshire Avenue. Both C-2-A and C-1 zoning classifications make up only six percent (6%), or approximately one hundred thirty (130) acres, of the ward's zoned land area.

**1529 WARD 4 OBJECTIVES FOR LAND USE/ZONING**

1529.1 The objectives for land use/zoning are as follows:

- (a) Protect and enhance existing residential neighborhoods;
- (b) Protect the ward's residential areas from incompatible land uses and from activities generating excessive traffic, parking, noise, litter and other damaging environmental impacts;
- (c) Protect residential neighborhoods from concentrations of nonresidential facilities through code enforcement and appropriate District regulations that would guide development;
- (d) Encourage development of adequate neighborhood shopping and support services;
- (e) Promote the vitality of the ward's commercial areas and to increase employment and economic growth;
- (f) Encourage the appropriate and compatible development of land adjacent to the Fort Totten and Takoma Metrorail stations;

## **ENROLLED ORIGINAL**

- (g) Encourage mixed-use development with expanded employment opportunities in the Fort Totten Metrorail Station Special Treatment Area, as identified in the Comprehensive Plan;
- (h) Continue to enforce the strict application of housing, building and zoning codes in Ward 4;
- (i) Increase the supply of child care facilities within the ward;
- (j) Coordinate land use decisions applicable to Ward 4 with Comprehensive Plan provisions, to revise land use regulations to incorporate appropriate changes in the ward and to establish procedures for monitoring public and private land use actions for consistency with the Comprehensive Plan Land Use Element and accompanying Plan Maps; and
- (k) Encourage, with higher density rezoning as necessary, and with appropriate measures to mitigate potential adverse impacts on surrounding areas, the development of hospitals and related health care services in the area bounded by Michigan Avenue, N.W., Irving Street, N.W., Park Place, N.W., and First Street, N.W.

### **1530 WARD 4 ACTIONS IN SUPPORT OF LAND USE/ZONING**

1530.1 The policies in support of land use/zoning are as follows:

- (a) Determine the appropriate mix, scale, intensity and design of development in the Fort Totten Metrorail Special Treatment Area. The Fort Totten Metrorail Special Treatment Area is bounded by CSX Railroad tracks on the west, Gallatin Street N.W. on the north, South Dakota Avenue to the east and Buchanan Street N.W. on the south:
  - (1) Construction of the new Metrorail Green Line route from U Street to the Fort Totten Metrorail Station will provide development potential for areas surrounding the station. However, the type of development that would be appropriate for this area remains an issue. Possible uses include commercial offices, retail goods, services and/or affordable market rate housing. Potential adverse impacts of any new development on the surrounding communities may include increased traffic, noise and litter. Customer and commuter parking spaces are also a major concern;
  - (2) Recommended actions:
    - (A) Prepare a small area study of the area to determine the appropriate mix, scale, intensity and design of development; the developers, as resources

**ENROLLED ORIGINAL**

permit, that will facilitate commercial and retail development to support the residential population in the area; and

- (C) Work with the Washington Metropolitan Area Transit Authority (WMATA), through the joint development review process, to ensure that development on WMATA-owned property contributes to and is compatible with the existing character of the surrounding neighborhood;
- (b) Provide for the stability and maintenance of residential neighborhoods, like 16th Street Heights, Carter Barron East, Rock Creek East, Brightwood, Crestwood, Petworth and Shepherd Park, by assuring adequate controls to protect against adverse impacts from nonresidential uses such as churches, day care centers, and other institutional uses:
- (1) The Office of Planning (OP) completed a preliminary study of the Brightwood Park/16th Street Heights neighborhood based on concerns of the 16th Street Heights Civic Association about the increasing number of nonresidential uses in their residentially zoned neighborhood. A preliminary analysis reveals a number of adverse impacts, including parking, noise, litter and loss of residential character, that should be mitigated. There is the need for code compliance investigations of questionable or illegal uses such as boarding and rooming houses; and
  - (2) Recommended actions:
    - (A) A zoning overlay district that places enhanced restrictions on off-street parking, concentrations per block and/or blockface, and screening was enacted by the Zoning Commission. Mitigate any traffic, parking and related safety problems on local residential streets that are the consequence of nonresidential uses, such as churches in residential neighborhoods, through strict enforcement of the zoning and other municipal regulations;
    - (B) Develop a citywide zoning text amendment including provisions dealing with bulk, density and height permitted in residential zones, to more effectively control nonresidential uses, and to provide greater stability and protection for nearby residential development; and
    - (C) Increase code enforcement and inspection of all nonresidential uses in residential zones to ensure compliance with the existing regulations. Responsible Agency(s) - Department of Consumer and Regulatory Affairs (DCRA);
- (c) Complete a Takoma Metrorail Station Area Study to determine the appropriate mix, scale, intensity and design of development:

**ENROLLED ORIGINAL**

- (1) The area near the intersection of Blair Road and Cedar Street, N.W., has been the subject of a number of land use proposals. Any development in this area may adversely impact existing nearby residential development and the Takoma historic district; and
- (2) Recommended actions:
  - (A) Update the existing study and prepare an action plan to determine the appropriate mix of uses, scale and intensity of development at the Takoma Metrorail Station area to ensure compatibility with existing development;
  - (B) Provide land use and zoning actions that encourage new and accommodate existing town houses and garden apartment development and that discourage more industrial use;
  - (C) Coordinate new commercial development activities around the Takoma Metrorail Station area through the Joint Development Review Process;
    - (D) Develop design criteria to include buffer zones that will protect and preserve the historic character of the area;
  - (E) Develop control mechanisms to protect and preserve the existing low scale residential and retail uses in the vicinity of the station;
  - (F) Enhance citizen participation in the development review process to assist the District agencies and WMATA to respond to community concerns; and
  - (G) Upgrade the Takoma Metrorail Station landscaping, signage and parking.
- (d) Conduct an analysis of nodal versus strip commercial development for Georgia Avenue and Kennedy Street, and Georgia and New Hampshire avenues to assess development alternatives:
  - (1) The Georgia Avenue corridor, the longest commercial strip in the ward, needs revitalizing. Studies should focus on nodal commercial development along Georgia, Eastern and Alaska Avenues; Georgia and Missouri Avenues; Georgia Avenue and Upshur Street; Georgia and New Hampshire Avenues; and other potential sites; and
  - (2) Recommended actions:
    - (A) Initiate small area studies for Georgia and Missouri Avenues; Georgia Avenue and Upshur Street; Georgia and Eastern Avenues; Georgia and New Hampshire Avenues; and Georgia and Alaska Avenues to

**ENROLLED ORIGINAL**

determine commercial uses that would be more beneficial to the residents in the area;

- (B) Improve streets, sidewalks and lighting in commercial areas;
  - (C) Support proposals and projects specifically geared toward nodal or cluster development on Georgia Avenue and Kennedy Street;
  - (D) Upgrade deficient neighborhood and multi-neighborhood shopping and service areas on Georgia Avenue, between Eastern and Alaska Avenues, and other identified areas;
  - (E) Use economic, regulatory and capital improvement programs to spur improvements in existing community and neighborhood shopping areas;
  - (F) Renovate and upgrade commercial areas in designated locations, like Georgia and Missouri Avenues and the corner of 14th Street and Colorado Avenue, to ensure that all neighborhoods have access to a suitable range of services; and
  - (G) Monitor commercial areas where adverse conditions (traffic, noise, safety, parking, crime and litter) are being experienced and provide appropriate regulatory action to alleviate the problems;
- (e) Revitalize the ward's commercial areas and maintain the multi-use character of major commercial strips and nodes, while preserving the essential qualities of the ward's many stable residential neighborhoods that are in close proximity to commercial areas:
- (1) Commercial uses in Ward 4 are encroaching on residential areas, particularly residential neighborhoods that abut Georgia Avenue and Kennedy Street and the Riggs Road commercial area; along 14th Street and Colorado Avenue; and in the Takoma neighborhood. The revitalization of the ward's commercial areas without infringement on nearby residential areas is crucial; and
  - (2) Recommended actions:
    - (A) Promote a nodal commercial concept on Georgia, Missouri and Eastern Avenues and Piney Branch Road; and
    - (B) Maintain and encourage the multi-use character and vitality of residential and commercial uses on Georgia Avenue, Kennedy Street, 14th Street and in Takoma; and discourage the extension of commercial activity into the abutting residential neighborhoods;

## ENROLLED ORIGINAL

- (f) Examine the negative impacts on residential areas resulting from locating fast food restaurants and twenty-four hour (24 hr.) convenience stores in neighborhood commercial areas and on major arterials:
  - (1) The growing number of fast food and twenty-four hour (24 hr.) convenience stores in neighborhood commercial areas often cause negative physical impacts, such as traffic, noise, litter and parking on nearby residential streets. In addition, parking on major arterials, especially Georgia Avenue, often blocks or impedes the flow of traffic;
  - (2) Recommended actions:
    - (A) Identify areas where negative impacts (traffic, noise, parking, litter, safety, etc.) are being experienced;
    - (B) Encourage increased parking enforcement in current problem areas such as Georgia Avenue between Geranium and Hemlock Streets and between Fifth and Kennedy Streets; and
    - (C) Continue to vigorously enforce the citywide regulations on food delivery service establishments;
- (g) To eliminate and mitigate negative impacts that existing industrial development has on nearby residential areas, primarily in the Takoma, Petworth, Lamond-Riggs and Fort Totten neighborhoods:
  - (1) Residential neighborhoods must be protected from nearby industrial and commercial uses and activities that generate excessive traffic, noise, litter, encroachment and other damaging environmental impacts. The uses are near the Takoma, Petworth, and Lamond-Riggs neighborhoods. In the Takoma neighborhood, for example, these situations exist: a gas station along Blair Road, N.W., at the intersection of Cedar Street; a commercial garage performing inside and outside auto hauler at the intersection of Sandy Spring Road on Van Buren Street; various industrial uses (catering, glass, commercial auto repair shop, and car storage and repair shop) on Spring Street and Blair Road, which is adjacent to Chestnut, Dahlia and Fifth streets residential homes; a bus/van storage and maintenance yard with temporary trailers along Sandy Spring Road between Laurel and Van Buren streets N.W. and a car storage area bounded by Blair Road and Fourth Street N.W. adjacent to residential homes on Fourth and Aspen Streets N.W.; and
  - (2) Recommended actions:
    - (A) Initiate studies of industrial areas in the Takoma and Lamond-Riggs neighborhoods and complete the study of the Upshur/Taylor Street industrial area. The studies should deal with an appropriate level of

**ENROLLED ORIGINAL**

industrial and commercial development while ensuring compatibility with and buffering of surrounding residential uses; and

- (B) Direct major new industrial development, as well as existing uses that adversely affect residential neighborhoods, to the city's industrial parks and areas that are designated for industrial uses, such as the New York Avenue corridor;
- (h) Evaluate and recommend appropriate changes to the District of Columbia Zoning Regulations and Map to make them consistent with the Comprehensive Plan:
- (1) Revise and update the D.C. Zoning Regulations and Map to conform them with the densities and uses indicated in the Comprehensive Plan; and
  - (2) Recommended actions:
    - (A) Conduct a further survey and analysis of land uses and zoning in Ward 4 to identify locations where zoning and land uses are not consistent and submit findings and recommendations to the Zoning Commission for action;
    - (B) Prepare reports to the Zoning Commission recommending appropriate rezoning actions to make ward zoning not inconsistent with the Comprehensive Plan; and
    - (C) Monitor the update of the Comprehensive Plan Land Use Map, as follows:
      - (i) The area bounded by Michigan Avenue, N.W., Irving Street, N.W., Park Place, N.W., and First Street, N.W., which is included in the institutional land use category, should be planned and zoned to assure its continued use, with expansion as necessary, for hospital and related health care services and uses; and
      - (ii) A small area action plan shall be prepared for: The square bounded by Upshur Street N.W., Shepherd Street N.W., 15th Street N.W., and Georgia Avenue N.W. to implement and upgrade local neighborhood centers for the area; and
    - (C) Commercial zoning in the following areas needs to be re-evaluated to determine viability, needs and potential options for redevelopment: Ninth Street, between Upshur and Taylor Streets; Colorado Avenue, between

**ENROLLED ORIGINAL**

Longfellow and Jefferson Streets; 14th Street, between Decatur and Allison Streets:

(i) A number of commercial areas have suffered for a number of years from declining commercial activities and blight. Specific planning attention is needed to determine their future viability and potential options for development. The viability of neighborhood and commercial centers should be the focus of small area plans; and

(ii) Recommended action: Coordinate a review and evaluation of C-2-A (community business center, medium density) and C-M-1 (commercial-light manufacturing, low bulk) districts as a basis for rezoning, as appropriate, and submit findings to the Zoning Commission.